

FALL 2025

CROSSSECTION



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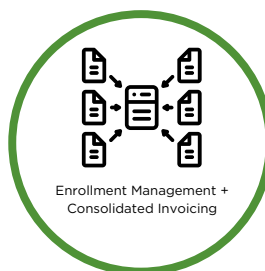
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On The COVER



Ajax Paving Industries', Jamie Jacob, addresses the crowd at the Save Our Jobs, Fund Our Roads rally at the Capitol.

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NEW MITA MEMBERS

New Contractor Members

Apex Excavating & Underground
The Alan Group
Skyworks LLC

New Associate Members

Reco Equipment, Inc.
PCL Civil Constructors, Inc.

Welcome Aboard

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MANAGING EXPECTATIONS



Rob Coppersmith

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517-347-8336

October 2022 marked the day I proudly accepted the role of your MITA Executive Vice President. From Day 1, the mission was clear: secure what MITA coined as “Long-Term Sustainable Funding.” It didn’t take long for that phrase to catch on—adopted by the Governor, echoed in the media, and embraced by many as the path forward. True to fashion, however, the Legislature has been less than swift in tackling what they clearly see as an “electability risk.”

Continued on page 8

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Continued from page 6

For context, I'm writing this on August 1. Our industry is now a runaway train heading toward a funding cliff—no soft landing in sight. Yes, the House passed a \$3.1 billion package this spring. But the Senate? Still sitting on it. And as the inaction drags on, the anxiety within our membership grows. In short, the backbiting has begun.

If I'm being honest, I barely have time to write this. The hurricane created by this last-minute standoff has MITA operating on high alert. We're using every resource at our disposal to push this over the finish line. We're holding regular meetings with industry partners and members to keep everyone informed. Which brings me to the point of this article: managing expectations.

A typical day at MITA sounds something like this:

Talks are happening.

It's getting close.

This is never going to happen.

...and every other shade of optimism and despair in between.

We've learned not to overreact to the noise—it serves no purpose. It's not done until the ink is dry. And opinions are like... well, holes—everyone's got one, some just louder than others. So yes, we're guilty of holding back from time to time, waiting until we've got credible information. There's just no value in raising hopes, only to crush them an hour later.

Meanwhile, knowledge is power—and many in Lansing are constantly looking for a scoop to boost their own notoriety. Truth is, we usually know what's coming in the news long before it hits your inbox.

You have enough on your plate navigating the uncertainty this situation has created for your organization. Let MITA manage the emotional roller coaster. And if you're tired of hearing about road funding—I've started a club.

But make no mistake: if this doesn't get resolved properly, every segment of the industry will feel the impact. It's also robbing us of the opportunity to grow in other areas where MITA could be making real progress.

By the time you read this, I sincerely hope that "we" (we = MITA, our members, and our partners) are either deep into the details of a new funding plan—or better yet, celebrating its passage. And that the Governor has lived up to her word not to sign a budget without meaningful road funding.

Here's hoping.

—Rob

CS

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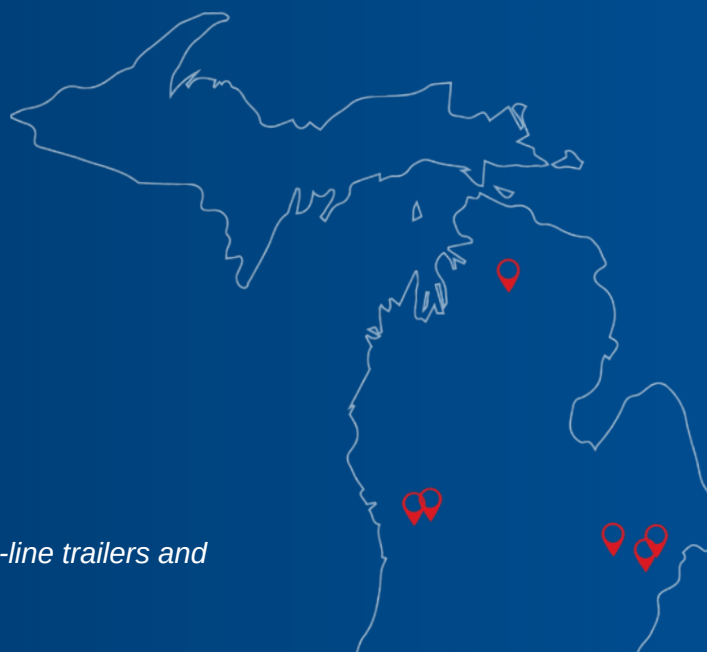
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PULLING OUT ALL THE STOPS...



Lance Binoniemi

lancebinoniemi@thinkmita.org
517-347-8336

In our attempt to get a long-term, sustainable road funding solution passed, we are pulling out all the stops and leaving nothing behind. Starting with a rally at the Capitol, where thousands of hard-working men and women who build our roads and bridges came out and let their voices be heard. I hope everyone reading this was at the event, as it was a very successful day at the Capitol. Many thanks to all those who attended, our members who shut down their operations for the day, our industry partners for promoting the event and attending, and equipment companies for helping with having equipment at the event. All in all, the industry made a huge splash and lawmakers took notice.

In addition to the "Save Our Jobs" rally, an extensive public relations campaign took place, continuing the push on all forms of media earlier in the year and switching messaging slightly to a more jobs-focused message. The MITA membership predicts job losses of up to 10,000 over the next few years if lawmakers do not address our funding cliff and pass a road funding bill.

The state of Michigan's public infrastructure – from crumbling roads to failing sewer systems – is a clear and present danger that demands immediate attention. This long-standing deficiency is a problem the state must solve. The extreme costs of our inaction are twofold: we risk losing 10,000 middle-class, high-paying jobs shortly, and we are forcing future generations to pay an even higher price tag for repairs that are only getting more expensive with time and delay.

As the debate continues regarding where road funding revenue may come from, many in the Legislature would like to reprioritize the state budget to put more money into roads and bridges. The House plan uses all \$3.1 B of the plan from existing state revenues. As lawmakers spend the summer debating the state budget, roads will be included in those discussions. As lawmakers left for summer recess, Governor Whitmer said, "I want to be clear: The budget is not done until roads are done as well". Powerful words from the person with the only veto power of the bunch.

Continued on page 58

Thank you

Thank you to everyone who has contributed to the MITA PAC this year. The money raised will be spent judiciously with input from the MITA PAC Board and also the entire MITA Board of Directors.

MITA PAC funds are given to political candidates who support initiatives that are important to the heavy highway/underground industry and to combat those candidates who are against our goal of long-term, sustainable infrastructure funding. The more these funds are targeted to the right candidates, the more our industry will thrive.



If you have any questions about how your PAC contributions are being spent, feel free to email MITA's Executive Vice President Rob Coppersmith (roboppersmith@thinkmita.org), or MITA's Vice President of Government Affairs Lance Binoniemi (lancebinoniemi@thinkmita.org).



Long-Term Sustainable Funding Campaign 2025

The MITA Political Action Committee (PAC) is a strong contributor to the overall political voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight in favor of contractors in the Michigan legislature. Your personal financial support of the MITA PAC gives all of us who care about the future of heavy construction the opportunity to have a strong influence in the political process.



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Be a part of the solution! Last year, the MITA PAC raised over \$500k and propelled MITA into the limelight in Lansing. To be effective with our legislative efforts, we need to maintain the momentum. We've got the legislature's attention.... now we need to keep it!

But more importantly, the dollars raised allowed for epic pre-election spending last September, putting our and the state's funding issues on every lawmaker's radar.

A big thank you to those of you who donated! **CS**

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Ken Wolverton*	Give 'Em A Brake Safety	\$50.00
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Joe Goodall	Dan's Excavating, Inc.	\$500.00
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James Doescher	Dan's Excavating, Inc.	\$1,000.00
Patty Meyer*		\$25.00
Justin Peyerck	Dan's Excavating, Inc.	\$2,500.00
Chris Woolley*	C. A. Hull Co., Inc.	\$50.00
Will Morrison*	Give 'Em A Brake Safety	\$50.00
Jack R Dykstra II	Dykstra Realty 1, LLC	\$1,000.00
Timothy Peake*	Action Traffic Maintenance, Inc.	\$125.00
Michael Kalin*	Kalin Construction Company	\$100.00
Brian Mayer*	Ajax Paving Industries	\$50.00
Gerald Kalin*	Kalin Construction Company	\$250.00
Jay Desai	C. A. Hull Co., Inc.	\$85.00
Dave Terbeek	AIS Construction Equipment	\$1,000.00
Jennifer Slater*	Action Traffic Maintenance, Inc.	\$50.00
Ron Acciavatti	Pamar Enterprises Inc.	\$2,500.00
Tom Rizer	Hoffman Bros., Inc.	\$2,500.00
Jeff McConnell	Mid-Michigan Materials	\$500.00
Jeremy Wallender	Give 'Em A Brake Safety	\$100.00
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Yousif Khamis	Ajax Paving Industries	\$200.00
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Pete VandenBos	Pete's Contracting, Inc.	\$1,000.00
Toni VandenBos	Pete's Contracting, Inc.	\$1,000.00

Name	Company	Amount
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Gabriel Mercado	GM & Sons, Inc.	\$30.00
Eric Walbert	GM & Sons, Inc.	\$250.00
Josue Orozco	GM & Sons, Inc.	\$50.00
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Jason Pestridge	Ajax Paving Industries	\$100.00
Ryan O'Donnell	Anlaan Corporation	\$12,000.00
Nick Baker	Anlaan Corporation	\$12,000.00
Kayla Kirsten	C. A. Hull Co., Inc.	\$50.00
Andy O'Connor	C. A. Hull Co., Inc.	\$1,000.00
Jamie Lemke	Give 'Em A Brake Safety	\$5,000.00
Brad Stover	Toebe Construction LLC	\$2,500.00
Andy Stover	Toebe Construction LLC	\$2,500.00
Carrie Pennington	Toebe Construction LLC	\$2,500.00
Dave Fischer	Toebe Construction LLC	\$1,000.00
Jason Fowler	Toebe Construction LLC	\$1,000.00
Andy Thelen	Toebe Construction LLC	\$1,000.00
Andrew Standhardt	Toebe Construction LLC	\$1,000.00
Jonnie Williams	Ajax Paving Industries	\$300.00
Ben Stachnik	C. A. Hull Co., Inc.	\$100.00
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DJ LaBean	HYMMCO LLC	\$500.00
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Joe Stutesman	M & M Excavating Co., Inc.	\$750.00
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Fred McNich	M & M Excavating Co., Inc.	\$250.00
Mike Hetzel	M & M Excavating Co., Inc.	\$250.00
Aaron Platt	M & M Excavating Co., Inc.	\$250.00
Matt Southwick	M & M Excavating Co., Inc.	\$250.00
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Bruce Pung	HYMMCO LLC	\$1,000.00
Brooke Zapczynski*	Z Contractors, Inc.	\$2,500.00
	Delta Trucking Co	\$30,000.00
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Jesse Pero	Hoffman Bros., Inc.	\$2,500.00
Darrell Heuker	Anlaan Corporation	\$100.00
Trevor Casad	Anlaan Corporation	\$150.00
Hal Howlett	Angelo lafrate Construction Company	\$1,000.00
Rachael Gabler	Angelo lafrate Construction Company	\$100.00
Andrew DeFinis	Angelo lafrate Construction Company	\$250.00

Name	Company	Amount
Jonathan Pacheco	Angelo lafrate Construction Company	\$50.00
Scott Kos	Angelo lafrate Construction Company	\$250.00
Matthew Milkovie	Angelo lafrate Construction Company	\$1,500.00
Jeremy Dixon	Angelo lafrate Construction Company	\$200.00
Jim O'Donnell	Angelo lafrate Construction Company	\$1,000.00
Mike Young	Angelo lafrate Construction Company	\$50.00
Kevin Mullins	Angelo lafrate Construction Company	\$250.00
Mike Bissett	Angelo lafrate Construction Company	\$100.00
Douglas Willeman*	Angelo lafrate Construction Company	\$250.00
Chaz McCullah*	Angelo lafrate Construction Company	\$100.00
Jose Garza	Angelo lafrate Construction Company	\$250.00
Remi Coolsaet	R.L. Coolsaet Construction	\$2,500.00
Erick Garza	Angelo lafrate Construction Company	\$250.00
Brady Corbat	Angelo lafrate Construction Company	\$50.00
Vivek Krishna Thota	Angelo lafrate Construction Company	\$100.00
John Meaney	Angelo lafrate Construction Company	\$250.00
Iris Tompkins	Angelo lafrate Construction Company	\$50.00
Ty Weir	Angelo lafrate Construction Company	\$50.00
Gaspere Palazzolo	Angelo lafrate Construction Company	\$150.00
Brent Gerken	Gerken Paving, Inc.	\$2,500.00
Michael DeFinis	Angelo lafrate Construction Company	\$3,000.00
Kevin Marcola	Angelo lafrate Construction Company	\$250.00
Nick Collins	Angelo lafrate Construction Company	\$250.00
Christi Conner	Angelo lafrate Construction Company	\$100.00
Christina Thomson	Angelo lafrate Construction Company	\$50.00
James Thomson	Angelo lafrate Construction Company	\$350.00
Jace Blout	Angelo lafrate Construction Company	\$150.00
Bruce Young	Angelo lafrate Construction Company	\$1,000.00
John Tiseo	Angelo lafrate Construction Company	\$100.00
Joseph Wright	Angelo lafrate Construction Company	\$150.00
Don Jackson	Angelo lafrate Construction Company	\$150.00
Mike Samuelson	Angelo lafrate Construction Company	\$250.00
Sara Foster	Angelo lafrate Construction Company	\$50.00
Efred Garza	Angelo lafrate Construction Company	\$200.00
Mark Hammer	Angelo lafrate Construction Company	\$50.00
Tony Kuberski	Angelo lafrate Construction Company	\$250.00
Thomas Angelella	Angelo lafrate Construction Company	\$100.00
John Tiseo	Angelo lafrate Construction Company	\$50.00
Iris Tompkins	Angelo lafrate Construction Company	\$100.00
Glenn Alexander	Angelo lafrate Construction Company	\$100.00
Jose Vazquez	Angelo lafrate Construction Company	\$100.00
Jaime Campos	Angelo lafrate Construction Company	\$100.00
Efen Garza	Angelo lafrate Construction Company	\$250.00
Brian Hoffman	Hoffman Bros., Inc.	\$10,000.00
Benjamin Kolarik	Angelo lafrate Construction Company	\$250.00
Ryan Meisner	M & M Excavating Co., Inc.	\$750.00
Derrick Arens	Anlaan Corporation	\$500.00
Brian Schulz	MacAllister Machinery Co.	\$1,000.00
Dyrris Marshall	ShadowTeam VFX	\$1,578.25
Nicky Boucher	GM & Sons, Inc.	\$250.00
Rob & Danielle Coppersmith	MITA	\$1,000.00
Ed Boucher	Kotz Sangster	\$750.00
Rachelle VanDeventer	MITA	\$500.00
Jane Anstett	Give 'Em A Brake Safety	\$100.00
Jason Gauthier	Give 'Em A Brake Safety	\$250.00
Dan Flis	Alta Equipment Company	\$250.00
Greg Pease	Alta Equipment Company	\$500.00
Jason Reinhardt	Ace-Saginaw Paving	\$500.00
Dan Mergens	Edw. C. Levy Co.	\$2,000.00
Lance Binoniemi	MITA	\$500.00
Glenn Bukoski	MITA	\$500.00
Matt Moody	MITA	\$125.00
Evan Stevenson	Angelo lafrate Construction Company	\$50.00
Joseph Bassett	Angelo lafrate Construction Company	\$100.00
Perry Clark	Angelo lafrate Construction Company	\$150.00
Martha Owen	C. A. Hull Co., Inc.	\$1,000.00
Jeremiah Leyba	MITA	\$100.00
Sara Schailyb	MITA	\$100.00
John DiPonio	Jay Dee Contractors, Inc.	\$10,000.00

MICHIGAN DOT PROPOSES SMALL BUSINESS PROGRAM EXPANSION



Rachelle VanDeventer, P.E.
rachellevandeventer@thinkmita.org
517-347-8336

With the state of the Federal Disadvantaged Business Enterprise (DBE) Program in flux, the Michigan Department of Transportation (MDOT) is looking to make a significant shift in its approach to promoting opportunities for small businesses within the transportation construction industry. In a move that will impact contractors across the state, MDOT is proposing to expand its Small Business Program (SBP) to incorporate a Construction and Consultant/Engineering SBP goal-setting process. This element could apply to both federally assisted and state-funded transportation projects (highway, transit, and aviation).

As most of our membership is aware, the Federal DBE Program has been facing legal challenges and potential changes, which are still not settled at the time of writing this article. The litigation has questioned the program's constitutionality, specifically regarding the presumption of disadvantage based on race and gender, and the proposed settlement is still pending court approval. MDOT acknowledges that the program's future remains uncertain, so they are looking to be proactive with an expanded SBP to help continue their initiatives, resources, and support systems available to help small businesses start, grow, and succeed. All DBEs are small businesses, so they should automatically be moved to SBP status under the proposal.

As for certification, the proposed expanded small business enterprise (SBE) certification is expected to closely resemble MDOT's current SBE certification criteria, which does not include a race or gender component. MDOT plans to use a similar two-step process to that of the DBE program to determine its overall SBP participation goal to be placed on projects. MDOT will then review individual projects for SBP participation and assign a project-specific SBP participation goal using a small business goal-setting algorithm similar to the DBE program. If appropriate, MDOT may designate projects as set-aside projects where only SBP firms may submit quotes or bids.

MDOT's proposed SBP is slated to include a Good Faith Effort (GFE) Process like the DBE Program as well. Pre-award GFEs will be required by the low bidder to modify the goal if the goal cannot be met, and the supporting documents should provide the intense, aggressive, and sincere efforts of the low bidder to obtain the SBP goal. MDOT's GFE committee will consider the request and make a determination, continuing to allow for the contractor to appeal upon receiving an adverse determination. The appeals process, post-award GFE request process, SBE subcontractor termination process, and SBE subcontractor substitution process will also closely mimic those of the previously established DBE Program.

MDOT is currently working with MITA and the members of our DBE Committee to allow for industry review and comment on the proposed changes to the SBP. Provided here is a high-level overview of the proposed expansion that MDOT is looking to implement this fall/winter. There are additional aspects to the program that fall in line with the current DBE Program and how things have been operating. And after discussing this topic with representatives from other states during a recent American Road and Transportation Builders Association (ARTBA) meeting, it is clear MDOT is not alone in this approach to next steps with the Federal DBE Program on the line.

The proposed expansion of MDOT's SBP is intended to enhance competition and promote equitable access to federal contracting opportunities by empowering small businesses to compete in the marketplace. In turn, MDOT hopes this will help strengthen the economy, drive innovation, and hopefully create jobs. If you would like to share any concerns or comments on this topic, please send them at any time to rachellevandeventer@thinkmita.org. **CS**



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We move earth. We build bridges, pump concrete, and pour blacktop in 90-degree heat. But for all the things we construct in Michigan's heavy construction industry, the most important thing we'll ever build is a culture of safety.

And let me be blunt—it's not a checklist. It's not a 3-ring binder that sits on a shelf. It's not something you bring out when MIOSHA shows up with a clipboard. A real safety culture is baked into your company's DNA. It's what separates the companies that get crews home safe from the ones who are one bad day away from tragedy.

Why It Matters—Really Matters

The stats are ugly, and they haven't changed much:

- One in five U.S. worker deaths happens in construction.
 - In Michigan alone, more than 4,000 construction-related injuries were reported last year.
 - Slips, trips, and falls still kill more workers than anything else.
 - Each serious injury racks up about \$44,000 in costs.
- Fatalities? The cost doesn't end with the checkbook.

Let's stop pretending this is someone else's problem. It's ours. And it's fixable.

Safety Starts at the Top

Want a culture change? Don't point to the safety guy. Point to the corner office.

I don't care how many posters you hang or how many hard hats you hand out—if ownership and leadership don't take safety seriously, nobody else will. Crews watch what you do, not what you say.

You want to see real results? Here's what companies with safety-first leadership get:

- Up to 60% fewer injuries (according to the National Safety Council).
 - A 40% boost in keeping skilled tradespeople on the job.
- Why? Because good workers won't stick around in a place that doesn't protect them.

Lead by example. Show up. Speak up. And for the love of all things orange, mean it.

Speak Up or Shut Down

If your people are afraid to stop unsafe work, you don't have a safety culture—you have a liability.



Greg Brooks

gregbrooks@thinkmita.org
517-347-8336

According to the Center for Construction Research and Safety (CPWR), only about one in three workers feels comfortable reporting dangerous situations. That's not good enough.

You need to build psychological safety before you worry about physical safety. Empower your team to shut down a job without fear of blowback. Celebrate the laborer who speaks up. Follow through when someone raises a concern. A simple "stop work authority" policy—backed by actual follow-up—can prevent the unthinkable.

Continued on page 18

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Make It Personal

Safety isn't about citations. It's about people.

Don't just read off MIOSHA rules in a training room. Talk about what happened on a jobsite two counties over. Talk about the time someone spotted a trench caving in and actually did something about it. Talk about the guy who didn't—and didn't make it home.

One MITA contractor told us about a new hire who shut down a dig after seeing a cracked trench wall. That decision may have saved a life. That's the kind of action we should be shouting from the rooftops.

Train Like It Matters

Here's the deal: the best crews are the ones that are trained, prepared, and know what they're walking into.

MITA members who invest in safety training and planning see 25% fewer incidents and 30% less downtime. That's not fluff—that's fact.

We've got the tools if you're ready to use them:

- On-site audits
 - Customized training (confined space, excavation, rigging—you name it)
 - Help with incident investigations
 - Guidance to fix hazards before they turn into headlines
- Use it before you need it. Not after.

Bottom Line Math

Still think safety's just overhead? Try these numbers:

- \$15,000 per recordable injury.
- MIOSHA fines can hit \$16,000 per violation.
- Lost productivity, retraining, insurance hikes—you're bleeding money.
- But companies that invest in safety? They get \$4–\$6 back for every \$1 spent.

It's not just the right thing to do. It's a damn good investment.

Let's Get to Work

At MITA, we've got your back. Our safety team is here to help you train crews, investigate incidents, check compliance, and build systems that last.

We don't want to see your name on the next fatality report. We want to see you at the next MITA event, laughing over a beer, knowing you did everything you could to keep your team safe.

Final Word

A real safety culture doesn't start with your safety director. It starts with you—the boss, the superintendent, the person who signs the paychecks. When you care, your team cares. When you walk the walk, they'll follow.

Let's build a culture where everyone goes home safe. Every shift. Every job. Every time. **CS**



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The quagmire known as ESTA has created many challenges for members. MITA member Bodman recently developed several base policies for ESTA at MITA's request.

When determining what policy or combination of policies works best for your organization, the following should be considered when selecting a policy.

Front-Loading - Companies should consider that an employee needs to work 2160 hours to earn 72 ESTA hours and that there is no 120-day waiting period.

Straight Accrual - Companies should consider that there could be a significant financial savings over front-loading if employees work less than 2160 hours, and that a 120-day waiting period can be used. However, the administrative burden of tracking could be overburdensome for some companies.

Hybrid - Many members should consider adopting two policies, front-loading for salaried employees and accrual for hourly employees.

PTO - To ease administrative burdens, consider combining personal time off (PTO) with vacation time.

Members can purchase each policy for \$25 (in Word format) or the bundle of all four for \$75. Once your purchase is made, each policy will be delivered via digital download to your email. Scan the QR code to order yours.

Aaron Graves of Bodman is also available to develop a customized policy for your organization for a fee. He can be reached at 313-392-1075 or by email at AGraves@BODMANLAW.com. **CS**





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INNOVATIVE TRAFFIC MAINTENANCE APPROACH USED ON U.S. 131 PROJECT

By Aram Kalousdian

An approximately 3-¼-mile, \$65 million reconstruction project on U.S. 131 between 76th Street and 100th Street in Kent County is using an innovative maintenance of traffic (MOT) approach. The project, which began in May 2024, is expected to be completed in two construction seasons, instead of three, which was allowed at bid time.

"The contracting team opted for a middle-out approach to the project. This strategy involved constructing the median, southbound inside shoulder, and southbound fast lane, including the barrier wall and valley gutter. By doing so, we were able to complete all temporary pavement for crossovers at the ramp locations and both ends of the project, as well as approximately 40 percent of the permanent portions, within the first year of construction, rather than limiting the first year to MOT work alone," said Chad Wilson, project manager for Michigan Paving and Materials Co., of Grand Rapids. Michigan Paving & Materials Co. is the prime contractor for the project.

"However, this approach was not without its challenges, as we had to stay closely aligned with the design team while simultaneously progressing with construction," Wilson added.

"After being awarded the project, the design team immediately began working on the first stage of the 2024 construction season. Their priority was to produce approved plans for MOT work, which was essential to proceed with building the permanent median grade, barrier wall, valley gutter and pavement for the

southbound median shoulder and slow lane. These plans were approved just as we broke ground in the spring of 2024.

"Simultaneously, the design team was finalizing the 70 percent plans, which received approval as we began the removals in Stage 2. Construction of the permanent cross section started shortly thereafter with some work undertaken at-risk for a brief period as we expedited that approval of ready-for-construction plans."

Continued on page 24



A crane is used on the U.S. 131 reconstruction project in Kent County. Photo courtesy of AECOM.



The existing road is two lanes in the northbound direction and two lanes in the southbound direction. The project includes ramp upgrades, adding weave/merge lanes between 76th Street and 84th Street, drainage improvements including three box culverts, guardrail, Intelligent Transportation Systems (ITS), freeway lighting, permanent signing and pavement markings.

Subcontractors on the project include Kamminga & Roodvoets, Inc., of Grand Rapids (designated partner and excavation contractor); Bella Concrete Construction, of Houghton Lake (concrete barrier wall) and T&D Concrete Construction LLC, of Mason (concrete valley gutter, miscellaneous curb and gutter and sidewalk).

Additional subcontractors include DVT Electric, of Wyoming (electrical); S. Hayes, Inc., of LeRoy (milling and restoration); PK Contracting, Inc., of Troy (pavement

The U.S. 131 reconstruction project in Kent County is under way. Photo courtesy of AECOM.



markings); Action Traffic Maintenance, Inc., of Grand Blanc (guardrail, cable rail and permanent signage); Spicer Group (surveying and environmental) and Michael Baker International (design).

Other firms on the project include HNTB, which is working for the Michigan Department of Transportation (MDOT). They are completing the inspection on the site. AECOM is partnering with MDOT to help with the design review.

The project includes 18 inches of sand subbase, 6 inches of aggregate base, 4-½ inches of 2EML/MH hot mix asphalt (HMA) base course, 3-¾ inches of 3EML/MH HMA leveling course and 2 inches of 5EML/MH HMA wearing course.

Material quantities on the project include 12,120 tons of 5EMH HMA, 22,725 tons of 3EMH HMA, 27,270 tons of 2EMH HMA, 8,553 tons of 5EML HMA, 16,270 tons of 3EML HMA, 17,452 tons of 2EML HMA, 16,000 tons of temporary 4EML HMA, 32,662 feet of concrete valley gutter and 1,000 cubic yards of Type 1 subgrade undercutting.

Additional material quantities include 7,500 cubic yards of Type II subgrade undercutting, 1,000 square yards of nonwoven geotextile separator, 1,000 square yards of nonwoven geotextile stabilization, 3,500 feet of 6-inch subgrade underdrain and 1,200 square yards of HMA surface cold milling. **CS**

Concrete barrier wall is constructed on the U.S. 131 reconstruction project in Kent County. Photo courtesy of AECOM.



MEMBER ANNIVERSARIES



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In 1978, Del Rau and Vic Horn started Rauhorn Construction (named by Gloria Rau). By July 1980, Rauhorn Electric was formed, with the first office in the basement of Del and Gloria's home in Sterling Heights. Later that year, Del bought out his partner's share for \$1,500 and became the sole owner. 45 years later, Rauhorn is still lighting up Michigan!

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Wednesday, September 3, to quote many lawmakers, was the largest rally they have ever experienced! Thanks to you and your employees! By the numbers, we had roughly 5,000 participants. All the parking around the Capitol was occupied with member companies' heavy equipment and an ongoing caravan with approximately 100 participants. MITA also booked every available legislative meeting with our industry partners. The balcony for both the House and Senate sessions was illuminated with orange and high-vis! In a show of solidarity, an event in the Upper Peninsula ran simultaneously with the Capitol event, which was very well attended. Twenty-two great speakers, over both events, energized the crowd with their perspective on what "long-term sustainable funding means to them.

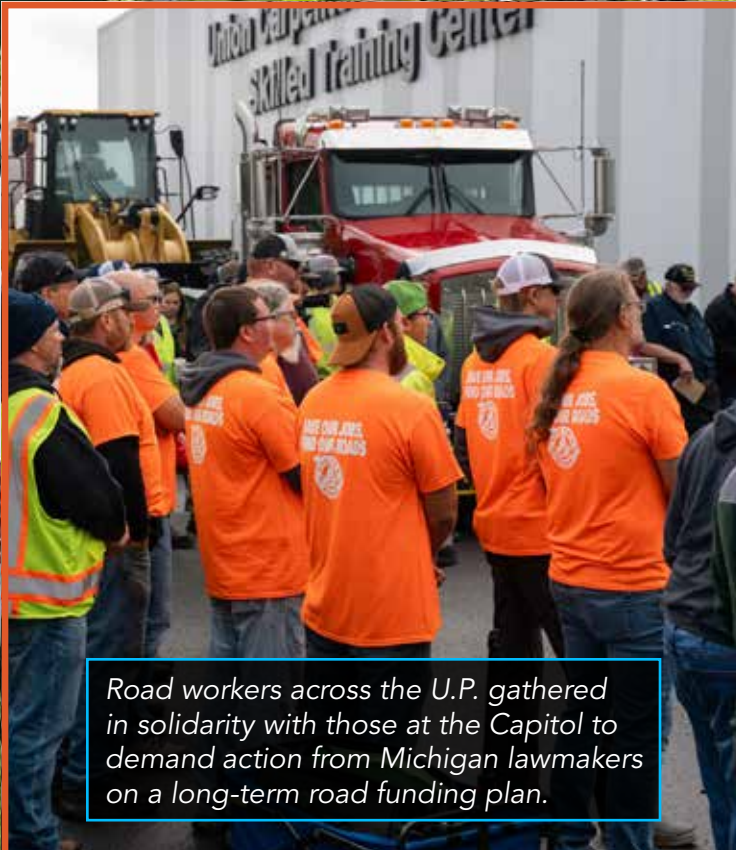
Thousands of Michigan road workers made their voices heard at the Capitol, demanding action on a long-term road funding plan and protecting thousands of good-paying jobs.



**FIX MI
STATE**



Give 'Em a Brake's U.P. crew poses for a photo in front of the speaking stage at the U.P. rally.



Road workers across the U.P. gathered in solidarity with those at the Capitol to demand action from Michigan lawmakers on a long-term road funding plan.

Thank you to:

Capitol Speakers

Mayor of Lansing - Andy Schor
Iafrate Operator - Jessica York
Michigan Chambers' - Jim Holcomb
Laborers' - Arlander Washington
A Sharper Service - Janice Sharp
Toebe Carpenter - Charles Wilder
Dan's Operator - Josh Peil
Small Business Owner - Rachel Lutz
Hardman Carpenter - Megan Jaglowski
M & M Operator - Jon Hudgins
Laborers 1191 - Mike Aaron
Ajax Owner - Jamie Jacob

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Upper-Peninsula Speakers

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Marquette County Board of Commissioners (Chair)
- Joe DeRocha
Bacco - George Krainatz
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OE 324 - Dan Kroll
Payne & Dolan / Walbec Group - John Leach
Laborers Local 1329 - Geno Alessandrini
Breitung Township and Logging Association
- Denny Olsen
Carpenter & Millwrights Local 1510 - Bob Biddle
InvestUP - Marty Fittante



MITA member Janice Sharp, Owner of A Sharper Service, and Jamie Jacob, Owner of Ajax Paving Industries, spoke at the rally, urging lawmakers to come together to find a long-term, sustainable road funding plan.

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With FieldManager[®] nearing the end of the road, Road ConductorSM, a Michigan Tech developed cloud-based project administration platform, will be launched in July to keep Michigan road projects moving forward.

Local projects need a platform, too

Road ConductorSM development began when MDOT announced in 2017 its transition to AASHTOWare[™] for federally funded projects along with other state DOTs. FieldManager[®], used for decades on both federal and nonfederal aid work, was moving quickly to obsolescence.

The County Road Association (CRA) of Michigan and its partners at the Michigan Municipal League (MML), Michigan Infrastructure and Transportation Association and American Council of Engineering Companies formed a technical work group and began to explore solutions for nonfederal aid projects.

Michigan Technological University was selected to develop the new system, drawing on its experience with engineering tools like MERL and RoadSoft[®]. Nearly \$400 K from the Michigan Transportation Fund was dedicated to the initial phase of the solution, ultimately named Road ConductorSM.

Road ConductorSM is owned by Michigan Tech and CRA has licensed it and is responsible for ongoing maintenance, funded by user subscriptions. Development is being guided by a steering committee made up of local agencies, municipal representatives, consultants and contractors.

Michigan-made, Michigan-ready

Launching in July 2025, the first phase of Road ConductorSM focuses on core project administration. Right out of the

gate, it includes key functions that mirror what users relied on in FieldManager[®] but with streamlined workflows, modern interfaces and cloud-based access.

Steve Puuri, PE, engineering specialist with CRA and MML, has worked closely with stakeholders to ensure functionality is present out of the box, while keeping future needs top of mind.

"Engaged participants across Michigan's transportation industry have been instrumental in narrowing down what works in project administration software, what doesn't and where we should be headed," Puuri said. "We're excited to help fill this gap in the project administration workflow, and for what the future holds."

Future Road ConductorSM modules will expand the software's capabilities to include materials tracking, certifications and more. Road ConductorSM can be used "in the field" now with a tablet or laptop with an internet connection, but a mobile app is also in the works, with an expected launch in Spring 2026.

More information, project updates and contact details are available at roadconductor.com.

Key features

- Comprehensive user management: Assign unique roles to all users managing access to modules and files.
- Daily work reports: In-depth daily work reports capable of handling multiple projects, inspectors, file and photo uploads, custom notes and standardized file exports.
- Pay estimates: Sortable pay estimates with filters, and user-driven payment schedules and approvals.
- Change orders: Create project change orders to add new items, adjust existing item quantities or balance item quantities.
- Pay item management: Integration with State of Michigan standard pay items with options to add custom pay items and special provisions. **CS**



CONSTRUCTION'S FATAL FOUR

PROTECT YOURSELF ON THE JOB

Did you know? The Fatal Four—falls, struck-by incidents, electrocutions, and caught-in/between hazards—are responsible for over half of construction-related deaths each year. MITA is here to help you stay safe with essential training.

Learn the leading causes of construction injuries and how to prevent them.

Prioritize safety and contact MITA's safety director, Greg Brooks, to book your training.

gregbrooks@thinkmita.org



Training is made possible by a grant from MIOSHA



FALLS



STRUCK BY



CAUGHT/BETWEEN



ELECTROCUTION



MICHIGAN LAWYERS WEEKLY NAMES KOTZ SANGSTER ATTORNEY ED BOUCHER A “GO TO LAWYER” FOR CONSTRUCTION LAW

Michigan-based law firm Kotz Sangster Wysocki P.C. is proud to share that firm shareholder and attorney R. Edward (Ed) Boucher has been named a 2025 “Go To Lawyer” for Construction Law by Michigan Lawyers Weekly. Attorneys honored with a place on the list are nominated by their peers and distinguished by their extensive knowledge, experience and proven history of successful case outcomes. “Go To Lawyers” are trusted by their peers to provide clients with exemplary legal services in their specialized areas.

For over 25 years, Ed has quickly and effectively solved client problems, specializing in contract drafting, negotiation and litigation for contractor and construction project owners.

“Ed has proved himself to be an invaluable asset to both our firm and his clients, and we’re grateful to have him as part of our team” said Jeffrey Sangster, a founding member of Kotz Sangster. “Beyond his exceptional case record, Ed has invested significant time into mentoring the next generation of attorneys. He’s helped develop our talented colleagues into experienced, assertive professionals and critical thinkers. This recognition is well deserved.”

One of Ed’s most notable cases was *Skanska USA Building Inc v MAP Mechanical Contractors, Inc, et al.* (Michigan Supreme Court Docket Nos. 159510-159511, June 29, 2020). Through his brief and arguments, the case’s outcome successfully resolved a decades-old dispute between contractors and insurers about whether damage caused by accidental construction defects was covered by insurance. The case’s resolution overturned decades of lower court decisions that categorically denied

coverage as a matter of law, and its outcome was heralded nationally as one of the most important insurance coverage cases in recent years.

In his Michigan Lawyers Weekly feature, Ed shared a hopeful outlook for future changes across the construction industry and construction law landscape.

“This is a challenging time for the construction industry,” he said. “We face a funding cliff for our roads, labor shortages, and financial challenges as project owners grapple with variable demand for office space, tariffs, and other unknowns. But I am optimistic — the Michigan construction industry is strong and dynamic.”

While notable, this isn’t the first time Ed has been recognized for his legal prowess. He’s rated AV-Preeminent® through Martindale-Hubbell, the highest peer-rated distinction. Ed has also been recognized by Best Lawyers in America for his work in construction litigation every year since 2019, making it into Super Lawyers’ Michigan Top 100 in 2024. Additionally, DBusiness has recognized him for his construction law work every year since 2017.

Ed is an active member of the Washtenaw Contractors Association Board of Directors, and in 2023 he became the second attorney in nearly 50 years to be awarded the W. Nelson Vander Hyden Award for his 25 years of service to organizations in the construction industry.



He also sits on the Board of Directors for the Michigan Infrastructure and Transportation Association (MITA) and is an alum of the Mortar Board Society.

He earned his Bachelors from Albion College in 1987. He graduated from Wayne State University Law School in 1997, being admitted to the bar of the State of Michigan in the same year. Ed is a regular speaker, presenter and expert panelist for organizations like MITA, Washtenaw Contractors Association, the American Association for the Advancement of Cost Engineering International (AACE), and the Construction Association of Michigan. He has co-authored articles on construction law-specific topics, specifically the impact of financial legislation on the construction industry. **CS**



KOTZ SANGSTER ATTORNEY ERIKA RUSKIN PROVIDES EMPLOYMENT LAW OVERVIEW AT UHY 2025 ANNUAL CONSTRUCTION UPDATE

Erika Ruskin, attorney and senior counsel for Michigan-based law firm Kotz Sangster Wysocki P.C., recently served as a featured speaker at the **UHY 2025 Annual Construction Update for Southeast Michigan**. As the event's closing

presenter, Ruskin provided insight into the latest "Earned Sick Time Act (ESTA) and Improved Workforce Opportunity Wage Act (IWOWA)" legal updates.

"Individually, ESTA and IWOWA offer interesting legal hurdles for many companies. Together, they've left many companies confused about expectations and how to proceed," Ruskin said. "But, with the right knowledge and effective planning, it's possible to reduce workflow disruptions and any organizational downtime."

Ruskin brings more than two decades of hands-on experience with labor and

employment law, as well as HR consulting. She specializes in establishing clear, effective, comprehensive policies and procedures to effectively protect client businesses. Through her client consulting, Ruskin has earned a reputation for successfully helping clients adhere to legal requirements and avoid litigation.

"Noncompliance with either of these acts can lead to monetary fines and civil penalties that, depending on severity, can have far-reaching impacts on a company," Ruskin said. "This is an area where a strong background in employment law is

Continued on page 58

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CARMEUSE AMERICAS ANNOUNCES ACQUISITION OF CRANDELL BROTHERS TRUCKING

Carmeuse Americas is excited to announce the acquisition of Crandell Brothers Trucking, a well-respected, family-owned business known for its exceptional products and community presence. Mike Cirino, Area Operations Manager of Carmeuse Americas, said, "We look forward to the positive impact this acquisition will have on our Michigan stone, sand, and gravel market, and feel proud to welcome the Crandell team into our organization."

This strategic acquisition combines two companies with a shared commitment to quality, service, and community. Crandell's range of stone, sand, and gravel enhances Carmeuse's existing offerings, providing high quality construction materials to valued

customers and broadening their service area into new communities. In addition, Crandell's trucking service arm perfectly complements Carmeuse's business.

Both companies have built a reputation for delivering high quality materials, outstanding customer service, and maintaining strong community ties. By joining forces, Carmeuse is excited to continue this tradition of excellence. "The combined knowledge, expertise, and resources will enable Carmeuse to serve our customers more efficiently and effectively, ensuring that we meet and exceed their expectations, no matter the project size or requirements," stated Cirino.

As family-owned businesses, Carmeuse and Crandell both understand

the importance of community. They are committed to maintaining and strengthening their presence in central Michigan, not only through their product and service offerings, but through the combined support as active members in the greater Lansing, Michigan area. This acquisition will allow the combined entities to support local projects and initiatives more robustly, contributing to the growth and development of the local community.

"We are thrilled to welcome Crandell into the Carmeuse family," stated Cirino. "This acquisition represents a significant step forward in our mission to provide the highest quality sand and gravel products while maintaining our dedication to exceptional service and community involvement." **CS**

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MEMBER NEWS

G2 CONSULTING GROUP AGAIN RANKED ON ZWEIG GROUP'S HOT FIRM LIST

G2 Consulting Group, a Troy-based leader in geotechnical, environmental and construction engineering services, has once again been named to the *Zweig Group Hot Firms List*, recognizing the 100 fastest-growing architecture, engineering, and construction (AEC) firms in the United States and Canada.

This marks the sixth time G2 has earned a spot on the prestigious list. According to Zweig, Hot Firm honorees have "outperformed the economy and competitors to become leaders in their chosen fields." Since 2021, G2 has grown revenue by 57%

G2, which celebrated its 30th anniversary in 2024, continues to expand project work across a range of industries, including infrastructure, commercial and industrial, energy, education, telecommunications, and healthcare. The firm has completed projects in more than 35 states.

"G2's promise of *Smart. Results. Fast.* has helped us build strong relationships and win new work in our target markets,"

Continued on page 58

CONSTRUCTION TAKES TEAMWORK AND TRUST

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HUBBELL, ROTH & CLARK, INC. APPOINTS NEW BOARD MEMBERS



The Board of Directors at Hubbell, Roth & Clark, Inc. (HRC), a Michigan-based consulting engineering firm, is pleased to announce the promotion of two key employees. Bradley

W. Shepler, PE, and Karyn M. Stickel, PE, were appointed as new members of the Board of Directors effective July 1, 2025.

The Board of Directors prioritizes succession planning

related to client and staff transitions. The decision to bring on new Board members focuses on building upon the firm's century of service to clients and staff and aims to strengthen and advance these relationships throughout the organization. Principals of the firm are proud to support the career growth of HRC employees and recognize their significant contributions to the ongoing success of the business. Both Brad Shepler and Karyn Stickel will become Principals, joining others on the leadership team as Vice Presidents/Partners within the organization.

Brad Shepler has been with HRC since 2000. Prior to becoming a Partner, Brad held the title of Senior Associate and Client Manager. He has served as the Project Manager on a broad range of infrastructure projects for counties and municipalities throughout southeast Michigan. He has supervised the design and construction of projects related to water distribution, utility planning, stormwater conveyance, and sewer rehabilitation, and has guided the process of securing millions of dollars in grant funds.

Brad has a Master of Science degree in Civil Engineering from Wayne State University and a Bachelor of Science degree in Civil Engineering from the University of Detroit Mercy. He is a member of the American Water Works Association, Southeastern Oakland County Municipal Engineers, American Public Works Association, University of Detroit Mercy Civil and Environmental Engineering Advisory Board, and is current President of the Michigan Section of the American Society of Civil Engineers.

After 25 years with the company, Brad continues to focus on learning and expanding his knowledge of the organization. "HRC has been around for 110 years and there's a reason for that," he said. "The former and current partners put their trust in me to help continue the success of the business."

As Vice President, he hopes to implement new ideas, encourage HRC to keep up with technology, and build upon the company's achievements such as being a nationally recognized Top 50 Trenchless Engineering Firms since 2007.



Karyn Stickel was hired by HRC in 2001. Prior to becoming a Partner, Karyn held the title of Senior Associate. She has served as head of HRC's Asset Management Department, where she has assisted clients with managing their existing infrastructure. She has functioned as the client representative for multiple municipalities and

has extensive professional experience in design engineering, construction administration, and managing capital improvement projects. She has expertise in areas including water treatment and distribution, sewer evaluation and rehabilitation projects, stormwater permitting, and municipal consulting.

Karyn has a Bachelor of Science degree in Civil and Environmental Engineering from the University of Michigan. She is a member of the Michigan Water Environment Association, the Water Environment Federation, and the Engineering Society of Detroit. Karyn was recently inducted into the Engineering Society of Detroit College of Fellows, in recognition of her achievements as a leader in the field of engineering.

Karyn is excited for the opportunity to impact the future of HRC. She looks forward to building on the firm's accomplishments while taking on challenges such as exploring new technologies, getting involved in business operations, and trying different approaches with new client relationships.

"Knowing how to listen and communicate has helped me understand clients' needs," she said. Karyn has been at HRC for her entire career and has spearheaded vital projects that affect the health and safety of Michigan residents, "It's a good place to work, I enjoy operating at a high level and fast pace."

Headquartered in Bloomfield Hills, HRC maintains eight branch offices throughout the State of Michigan. The company has over 300 staff members specializing in municipal engineering and architecture, transportation, stormwater, drinking water, and wastewater services.

For more than 110 years, HRC has designed and constructed noteworthy infrastructure projects that have impacted quality of life for Michigan residents. The firm has received numerous prestigious industry awards and continues to enjoy long-established relationships with municipal, industrial, and private clients.

For further information, please call 248-454-6300. **CS**

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CONTRIBUTOR CORNER

A SILENT CRISIS IN CONSTRUCTION: WHY SUICIDE PREVENTION MUST BE BUILT INTO THE BLUEPRINT

By Katie Anderson

Each year, thousands of construction workers put on their boots, strap on their hard hats, and walk into environments filled with physical hazards. We invest heavily in equipment, training, and policies to prevent workplace injuries and fatalities.

Yet the greatest threat facing this workforce is often unseen.

Suicide has become one of the leading causes of death in the construction industry, far surpassing deaths from on-the-job accidents. In fact, the industry has **one of the highest suicide rates of any occupation in the U.S.**, with over **7,000 construction workers lost to suicide in the past year alone.**

To put this into context, the Centers for Disease Control and Prevention (CDC) reports that in the U.S., there were **49,266 deaths by suicide** in 2023 across individuals aged 12 and older. But that number is just the beginning:

- For every suicide death, there are:
 - **10 emergency department visits** for self-inflicted injury
 - **48 self-reported suicide attempts** in the past year
 - **325 people** who seriously considered suicide

Now apply those numbers to the 7,000 suicides in construction, and we see the true scope of this crisis: **tens of thousands** more workers are struggling silently, some in crisis, others on the edge.

Why Is Construction So At-Risk?

The answers aren't simple, but key themes arise:

- **Long hours and inconsistent schedules**
- **Chronic physical pain and fatigue**
- **High-pressure environments**
- **Job insecurity**
- **A "macho" culture that discourages emotional vulnerability**

Far too often, emotional strain is dismissed or buried under phrases like "tough it out," or "suck it up and get the job done." The unspoken rule becomes: **Don't talk about it, just work.**

But silence is deadly.

What Can Be Done?

As a mental health coach working directly with construction companies, crews, and leadership, I've seen the difference when the industry chooses to prioritize not just awareness, but action.

When workers are taught simple yet powerful tools to **understand their stress responses, recognize emotions, and communicate effectively**, we begin to see change. When leaders are trained to **recognize warning signs**, hold safe conversations, and support their teams through adversity, the workplace becomes safer in every sense of the word.

We're not just talking about steel-toed boots and hard hats. We're talking about the **emotional gear** every worker needs to carry: self-awareness, emotional regulation, communication skills, and peer support.

Where Do We Start?

- Start with **honest conversations** on-site.



- Include **suicide prevention training** in safety programs.
- Offer **mental health coaching and support groups** as a resource.
- Educate teams on **how to spot signs and what to do next.**
- Create space for workers to say, "I'm not okay", without fear of shame.

Let's Build Better

This isn't just about awareness. It's about equipping workers with tools that save lives—tools to manage trauma, regulate stress, and support one another like a true crew. Let's not wait for another tragedy to take action.

We owe it to our teams—not just to build safely, but to live safely.

About the Author: **Katie Anderson** is the Founder & CEO of *Healing with Katie and Black Rose New Beginnings (BRNB)*, a Certified Mental Health Coach, Suicide Awareness Advocate, and proud mom of four. Since 2018, she's helped clients from all walks of life rebuild confidence, boost self-esteem, and achieve goals once thought out of reach. With over 15 years advocating for mental health and suicide prevention, Katie leads a dedicated coaching team committed to empowering others on their healing journeys.

🌐 www.healingwithkatie.com
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Healing with Katie and Team BRNB
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CS

**Matt Moody**

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Michigan Occupational Safety and Health Administration (MIOSHA) recognizes that many workplaces, especially in construction, involve multiple employers working at the exact location, for the same contractor, or under the same contract. To ensure accountability and worker safety, MIOSHA uses a "Multi-Employer Policy" to determine responsibility for worker safety and safety violations. With that in mind, much information can be challenging to digest regarding Multi multi-employer work Sites. To start, MIOSHA identifies four types of employers regarding work sites; Creating, Controlling, Exposing, and Correcting. The goal of each employer should always be to protect each employee, regardless of company or contract. Still, it is also important to remember that more than one employer may be citable for a hazardous condition that violates a MIOSHA standard.

A two-step process is explained below to determine if more than one employer is to be cited. (Definitions of each type of employer below).

Step 1 (Establish Role): Determine whether the employer is creating, exposing, correcting, or controlling the employer. Also, remember that an employer may have multiple roles and responsibilities within the context of a job site. Once the employer's role is determined, read step 2 to decide if a citation is appropriate.

Step 2 (Evaluate Responsibility): If the employer falls into one of the four categories, it has obligations with respect to MIOSHA requirements. Step 2 determines whether the employer's actions met those obligations. The extent of the actions required of employers varies based on which category applies. Note that the extent of the measures that a controlling employer must implement to satisfy this duty of reasonable care is less than what is required of an employer with respect to protecting its own employees. This standard of care means that the controlling employer is not normally required to inspect for hazards frequently, or have the same level of knowledge of the applicable standards or of trade expertise, as the employer it has hired.

Definitions:

Creating Employer - The Employer that caused a hazardous

MULTI-EMPLOYER WORK SITES

condition that violates a MIOSHA standard. Creating employers are responsible for any hazards that they create, even if the affected employees work for another company or contractor.

Exposing Employer - An Employer whose own employees are exposed to the hazard. Exposing employers must protect their workers by warning each employee of each hazard, taking steps to avoid the hazard, and asking the creating or controlling employer to correct each issue. If not resolved, the exposing employer must take reasonable alternative protective measures.

Correcting Employer - An employer who is engaged in a common undertaking, on the same work site as the exposing employer and is responsible for correcting a hazard. This usually occurs where an employer is given the responsibility of installing and/or maintaining particular safety/health equipment or devices. Correcting employers must also ensure that hazards are effectively mitigated.

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MISS DIG 811'S NEW LIAISON PROGRAM

In excavation, timing, safety, and clear communication can make or break a job. That is why MITA is highlighting a powerful new resource now available to our members: the MISS DIG 811 Liaison Program.

This initiative is one of the most impactful steps forward in damage prevention in recent years. It provides contractors with direct access to a local MISS DIG 811 representative—someone who understands the unique pressures and day-to-day challenges of working in each region. Whether coordinating with utilities, resolving ticket questions, or reviewing site safety, liaisons are positioned to offer real-time, hands-on support.

A Mission Rooted in Field-Level Support

MISS DIG 811's core mission has always been to protect people, infrastructure, and the environment through education and damage prevention. To advance this mission, they recognized the need for stronger, more personal connections in the field.

"The Liaison Program was created to better serve contractors, utility personnel, and locators face to face," explained Eric Urbain, Director of External Affairs. "Having someone in your area—someone who knows the local landscape—makes a big difference. It allows us to bring people together and solve problems collaboratively."

The state has been divided into six liaison regions, each led by a dedicated representative. Their role includes on-site visits, incident reviews, pre-job meetings, utility coordination, and Public Act 174 training.

"The Best Answers Come Closest to the Pipe"

That phrase, shared by Nick Bonstell, CEO of MISS DIG 811, captures the spirit of the program.

"A mentor once told me the best answers come 'closest to the pipe,'" Bonstell said. "What excites me most about the Liaison Program is that we can now get real-time feedback from field crews and work through coordination issues before they turn into problems."

"One Ticket. One Team."

MISS DIG 811's internal motto—One Ticket. One Team.—perfectly reflects their collaborative approach to damage prevention.

"Our focus is on reducing infrastructure damages through coordination," Bonstell said. "We want to give contractors the support they need to do their jobs safely and effectively—and get home at the end of the day."

Connect With Your Liaison

If you haven't already been introduced to your MISS DIG 811 liaison, now's the time. These are the folks ready to support your projects, answer your questions, and serve as a reliable point of contact when something doesn't go as planned.

Upper Peninsula – Pat Goddard (Supervisor)

☎ (906) 280-9757 | ✉ pgoddard@missdig811.org

Northern Lower Michigan – Ryan Pedenelli

☎ (231) 880-7179 | ✉ rpedenelli@missdig811.org

Western Region – Rob Sommer

☎ (616) 699-8677 | ✉ rsommer@missdig811.org

Bay Region – Emma Taylor

☎ (810) 316-0704 | ✉ etaylor@missdig811.org

Southern Region – Stephanie Williams

☎ (517) 525-8650 | ✉ swilliams@missdig811.org

Metro Detroit – Jason Hudson

☎ (248) 428-6133 | ✉ jhudson@missdig811.org

A regional map is available on the MISS DIG 811 website under the Education section.

Closing the Communication Gaps

At MITA, we know that communication gaps in excavation can lead to damaged utilities, costly delays, and even injuries. The MISS DIG 811 Liaison Program is a practical, people-centered solution designed to close those gaps and strengthen the teamwork that keeps Michigan's infrastructure safe and projects on track.

MITA encourages all members to take advantage of this resource—invite your liaison to pre-construction meetings, reach out with questions, and build that working relationship. Together, we can continue to make excavation safer, more efficient, and more collaborative across Michigan. **CS**



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FIX MI STATE ANNOUNCES FINAL WINNERS OF POTHOLE PAYBACK CONTEST

FIFTEEN MICHIGAN RESIDENTS RECEIVED CASH FOR CAR REPAIRS DUE TO POTHOLES, HIGHLIGHTING STATEWIDE INFRASTRUCTURE CRISIS

Hundreds of Michigan residents shared their costly and frustrating pothole repair stories as part of Fix MI State's Pothole Payback contest. From April through June, \$8,600 was dispersed among 15 winners for the unexpected expenses caused by Michigan's deteriorating roads.

Beyond providing direct support, the contest amplified growing demands for the Michigan Senate to finally act on a long-term, equitable, and sustainable road funding solution to reverse decades of chronic underinvestment in Michigan's infrastructure.

The final five winners and their stories reflect the widespread nature of Michigan's road crisis:

- **Cheryl Lagrone of Dearborn (Senate District 2)** was driving near a major intersection and construction zone and hit a pothole that led to replaced tires and eventually the suspension. In State Senator Sylvia Santana's district, 31.6% of roads are in poor condition.



- **La'Kisha Williams of Ypsilanti (Senate District 15)** was switching lanes and hit a pothole, damaging her front tires. In State Senator Jeff Irwin's district, 22.7% of roads are in poor condition.



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*Individual dividends are paid on the basis of how much premium individual members contribute to the premium of the group as a whole over a set time frame. Dividends are not guaranteed. They must be approved by BITCO'S Board of Directors.

The Michigan Infrastructure and Transportation Authority (MITA) has partnered with BITCO Insurance Companies to bring you the MITA Safety Group Dividend Plan. Together, we are pleased to bring this valuable membership benefit to all MITA members who meet BITCO's underwriting requirements. The plan features a comprehensive insurance program that offers our members the potential of placing their insurance coverage with an insurance company rated "A+" by AM Best and that specializes in the types of operations our members engage in.

BITCO has specialized in insurance programs for members of the commercial construction industry throughout the various ups and downs of the commercial insurance market and offers participants in the MITA Safety Group the opportunity to earn a portion of the premiums they pay for their insurance program back in the form of safety dividends. They supplement their specialized coverages by also affording you risk control and claims management services that help you potentially reduce the costs of your insurance programs.

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- **Clark Berry of Detroit (Senate District 10)** uses his vehicle to transport his family to critical medical appointments, and hit a pothole in snowy weather that resulted in a broken radiator and transmission cooler lines. In State Senator Paul Wojno's district, 32% of roads are in poor condition.
- **PJ Hall of Taylor (Senate District 1)** was driving to the grocery store when he hit a huge pothole that damaged both front tires. In State Senator Erika Geiss's district, 35.9% of roads are in poor condition.
- **Elizabeth Driessche of Kalamazoo (Senate District 19)** was driving to work and hit a hidden pothole that resulted in multiple flat tires and a damaged alignment. In State Senator Sean McCann's district, 22.4% of roads are in poor condition.

Each winner received up to \$758, the average cost of pothole-related repairs in Michigan, according to the 2024 TRIP Report.

"The purpose of the Pothole Payback contest was to provide support to Michigan residents who drive on rough roads, because Michigan's leaders aren't doing anything to help," said Rob Coppersmith, executive vice president of the Michigan Infrastructure & Transportation Association. "As the Michigan Senate continues to delay action on a long-term funding plan, our roads continue to get worse, and costs continue to skyrocket."



Below is more information about the previous 10 Pothole Payback winners from April and May:

- **Jodi Shaw of Portage (Senate District 19)** hit a massive pothole on I-94, bending her rims and leading to all four tires needing to be replaced. In State Senator Sean McCann's district, 22.4% of roads are in poor condition.
- **Elena Lee of Brownstown (Senate District 4)** was driving to an appointment in downtown Detroit and drove over a huge pothole that destroyed her tires. In State Senator Darrin Camilleri's district, 28.1% of roads are in poor condition.
- **Moustafa Hamed of Dearborn (Senate District 2)** drove over a pothole that was covered by snow, ruining his tires and lower bumper. In State Senator Sylvia Santana's district, 31.6% of roads are in poor condition.
- **Cindi Sawtell of Temperance (Senate District 37)** hit a crater-sized pothole while driving her elder loved ones home, destroying her rims and leaving them to abandon the vehicle for four days. In State Senator Joe Bellino's district, 24.2% of roads are in poor condition.
- **Fadia Taylor-Cline of Kentwood (Senate District 29)** hit potholes driving around Grand Rapids and had to get her vehicle's ball joint and control arm replaced. In Senate

Majority Leader Winnie Brinks' district, 31.1% of roads are in poor condition.

- **Dequontay Fisher of Flint (Senate District 27)** hit two massive potholes on Milbourne Avenue, blowing a strut and bending a rim just turning off his street. In State Senator John Cherry's district, 31.3% of roads are in poor condition.
- **George Mathew of Allen Park (Senate District 1)** was driving home after the birth of his daughter when he hit a pothole on an off-ramp, tearing his tire and denting a wheel. In State Senator Erika Geiss's district, 35.9% of roads are in poor condition.
- **Jake Losey of Kentwood (Senate District 29)** was one of more than a dozen drivers whose vehicles were damaged by a crater-sized pothole, blowing two tires and denting both wheels. In Senate Majority Leader Brinks' district, 31.1% of roads are in poor condition.
- **Marie Smith of Traverse City (Senate District 37)** had her rear shocks and sway bar links taken out by a swath of potholes, despite driving slowly. In State Senator John Damoose's district, 33% of roads are in poor condition.
- **Michael Shine of Detroit (Senate District 3)** hit a deep pothole on the Lodge ramp around 2 a.m. and had to abandon his car after discovering he was riding on the rim. In State Senator Mary Cavanagh's district, 32.5% of roads are in poor condition. **CS**



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WHERE'S MITA BEEN LATELY?



Members from Dan's Excavating hosted multiple legislators, educating them on the process of building roads.



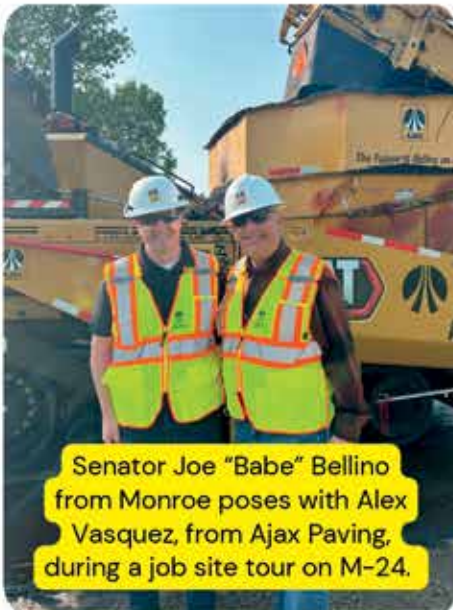
MITA's Jeremiah Leyba and C.A. Hull's Zak Underwood at the Miller Rotunda Bridge replacement in Dearborn.



MITA's Rob Coppersmith and Rachelle VanDeventer pose by the MITA sponsor sign for the COMTO Scholarship outing.



A group photo marks the end of the roadbuilding tour with Dan's Excavating.



Senator Joe "Babe" Bellino from Monroe poses with Alex Vasquez, from Ajax Paving, during a job site tour on M-24.



Bacco's Construction crew wraps up a Toolbox Talk with Greg Brooks and Katie Anderson.



Representatives from MIOSHA, Toebe Construction, MDOT, MITA and MISS Dig 811 mark the signing of a construction safety partnership for the I-696 Reconstruction Project.

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FROM MEETINGS TO MOUNTAIN SLIDES: MITA'S SUMMER CONFERENCE



The 2025 MITA Summer Conference at Crystal Mountain was a fantastic few days of fun, connection, and great memories! We welcomed nearly 400 attendees, including 125 kids who brought so much energy and laughter to the event. A huge thank you goes out to our generous sponsors—your support makes this annual tradition possible.

From the golf outing and board meeting to the membership meeting featuring MDOT representatives, there was something for everyone. Families enjoyed canoe trips, kids' outdoor movies, carnival games, and rides on the Crystal Coaster alpine slide. Even a little evening rain couldn't dampen the fun.

Mark your calendars now for the 2026 MITA Summer Conference, happening July 30–August 2 at the Grand Hotel on Mackinac Island. You won't want to miss it!



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MITA WRAPS UP ANOTHER SUCCESSFUL GOLF OUTING SEASON



MITA's 2025 Golf Outing Series was a hole-in-one! Four sold-out events—from Grand Rapids to Oakland Township, Lansing, and Gaylord—brought 864 golfers together for great company, plenty of laughs, and a little friendly competition. Even a burst of heavy rain at the Metro Outing couldn't dampen the fun! Dozens of sponsors (showcased on the opposite page) made it all possible, and on-course games helped raise money for the Dave Fons Memorial Fund and the MITA Scholarship Fund. Thanks to everyone who joined us—we can't wait to hit the greens with you again next year!







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2026 Calendar of Events

January 21-23, 2026

Annual Conference
Soaring Eagle
Mount Pleasant

June 10, 2026

• MITA Western Golf
• Outing
• Boulder Creek Golf
• Course
• Grand Rapids

August 26, 2026

• MITA Central Golf
• Outing
• Hawk Hollow
• East Lansing

December 11, 2026

• Central Holiday Party
• Location TBD

February 14-21, 2026

MITA Management
Conference
Frenchman's Reef
St. Thomas, USVI

July 15, 2026

• MITA Metro Golf
• Outing
• Twin Lakes Golf Club,
• Oakland

September 10, 2026

• MITA Northern Golf
• Outing
• Location TBD

December 15, 2026

• Grand Rapids
• Holiday Party
• Location, TBD

July 29-August 2, 2026

MITA Summer
Conference
Grand Hotel,
Mackinac Island

September 23, 2026

• MITA Wild Game
• Dinner
• Palazzo Grande,
• Shelby Twp.

December 17, 2026

• Metro Holiday Party
• Location TBD

2026 Board of Directors Dates

Wednesday, January 21, 2026 - Annual Conference
Wednesday, April 22, 2026 - MITA office
Friday, July 31, 2026 - Summer Conference
Wednesday, September 16, 2026, MITA office
Friday, December 11, 2026 - MITA office

Michigan's heavy construction crews are doing more than just building—they're documenting the process in creative, powerful ways. From sunrises over job sites to massive machinery in action, our members showcase the heart and grit of the work that keeps the industry and our state moving.

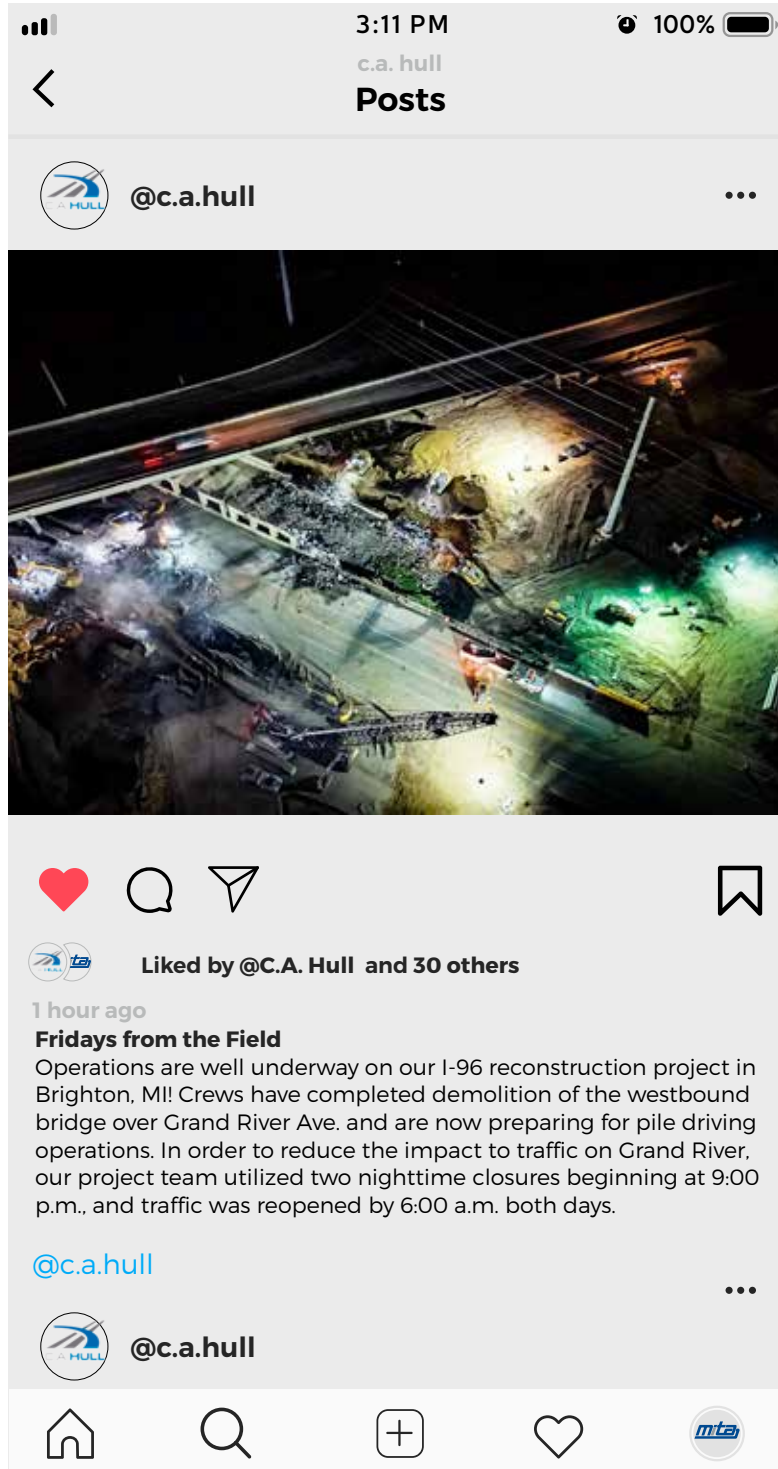
This space highlights those moments—raw, real, and straight from the field. These posts remind us that infrastructure isn't merely concrete and steel; it's also about people, pride, and progress. **CS**

Want to be featured?

Tag us or use

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on your next post!



Please Join Us! MITA Holiday Parties

Celebrate the season and mingle with your industry counterparts at one or all of the MITA Holiday Parties. Hors d'oeuvres, cocktails and plenty of holiday spirit (no speeches or presentations) will be served.

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Continued from page 41

Controlling Employer - An employer with general supervisory authority over the work site, including the power to correct safety and health violations or require others to correct them. Control can be established by contract or, in the absence of explicit contractual provisions, by the exercise of control in practice. Controlling employers must always take reasonable steps to detect and prevent hazards through due diligence.

MIOSHA's multi-employer worksite policy ensures that all reasonable parties are held accountable for workplace safety. Again, it is key to remember that multiple employers may be cited for a violation of MIOSHA safety standards, even if the employers' employees are not directly exposed to hazards, like a controlling or correcting employer.

Source - *Michigan OSHA: Agency Instruction 04-1R7 Multi-Employer Work Sites* **CS**

Continued from page 35

critical to understanding the full potential ramifications. I was honored to speak at this event and share my expertise with the attendees."

UHY is one of the top 30 largest accounting firms in the US and supports the construction industry through tax, accounting and financial advisory services. Their Annual Construction Update event is designed to provide construction industry leaders with economic insights to encourage. The full event presentation deck is available for viewing on UHY's website (<https://uhy-us.com/insights/events/2025/may/2025-annual-construction-update>). **CS**

Continued from page 10

Being tied to the budget is essential to getting things across the finish line on road funding. With road funding, there is no deadline for lawmakers to work towards. Although a road funding cliff hits the industry at the end of the year, lawmakers are not required to find a road funding solution. On the contrary, the Michigan Constitution does require the state legislature and governor to finalize and sign a balanced state budget by October 1 every year. In this regard, it is good that road funding is connected to the budget negotiations.

As you will be reading this after October 1st, I sincerely hope that a road funding solution was passed during the budget process, and we are all celebrating. If not, we will have to go back to the drawing board to figure out what other stops we can make to achieve a long-term road funding solution. **CS**

Continued from page 37

said Mark Smolinski, P.E., principal at G2. "We're grateful for the trust our clients place in us and proud of our team's ability to deliver results through smart, effective collaboration."

Zweig Group will honor the 2025 Hot Firm winners at a black-tie gala during the Elevate AEC Conference & Awards Gala, taking place September 11-13 in San Antonio, Texas. **CS**

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